

Information Items

1. Public auction of Braden Mountain Coal Lease, Koppers Coal Reserves, Scott and Campbell Counties, Tennessee, affecting approximately 3,490 acres of land (Tract No. XEKCR-38L).

2. Sale of a 30-year commercial recreation easement affecting 2.8 acres of land on Fort Loudoun Lake in Knox County, Tennessee (Tract No. XFL-126RE), for the continued operation and development of Willow Point Marina and Restaurant to Kiger, Inc.

3. Grant of easement to Kimberly-Clark Financial Services, Inc., affecting approximately 330 square feet (Tract No. XKOC-1B) for the encroachment of the Summit Building onto TVA's Summer Place Building and Parking Garage property in Knox County, Tennessee.

4. Public auction of approximately 16.99 acres of land located on White Bridge Road in Nashville, Davidson County, Tennessee (Tract No. NVSC-9).

5. Filing of a condemnation case.

6. Delegation of authority to the Vice President, Fuel Supply and Engineering, or a designated representative, to enter into a contract with Enron Transportation Services, L.P., for blending and transloading of coal.

7. Contract with Enterprise Rent-A-Car to provide rental vehicles.

For more information: Please call TVA Public Relations at (423) 632-6000, Knoxville, Tennessee. Information is also available at TVA's Washington Office (202) 898-2999.

Dated: June 12, 1997.

Signed:

Edward S. Christenbury,

General Counsel and Secretary.

[FR Doc. 97-15918 Filed 6-13-97; 9:55 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration**

Announcement of the June 1997 Revision of the Federal Aviation Administration Acquisition Management System and Changes 1, 2, 3, 4, and 5 of the Standard Clauses

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of availability.

SUMMARY: The Federal Aviation Administration (FAA) announces the availability of the June 1997 revision of the FAA Acquisition Management System, and Changes 1, 2, 3, 4, and 5 of the standard clauses used in FAA

procurement contracts and Screening Information Requests (SIR), as well as the latest versions of the real property and utility clauses.

ADDRESSES: The complete text of the June 1997 revision of the FAA Acquisition Management System, Changes 1, 2, 3, 4, and 5 of the standard clauses and the latest versions of the real property and utility clauses are available on the Internet at <http://fast.faa.gov/>. Use of the Internet World Wide Web Site is strongly encouraged for access to copies of the FAA Acquisition Management System and the current clauses. If Internet service is not available, requests for copies of these documents may be made to the following address: FAA Acquisition Reform, ASU-100, Rm. 435, 800 Independence Avenue, SW, Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT:

David Lankford, Procurement Management Branch Federal Aviation Administration, Rm. 435, 800 Independence Avenue, SW, Washington DC 20591, (202) 267-8407.

SUPPLEMENTARY INFORMATION: On October 31, 1995, Congress passed an Act Making Appropriations for the Department of Transportation and Related Agencies, for the Fiscal Year Ending September 30, 1996, and for Other Purposes (The 1996 DOT Appropriations Act). On November 15, 1995, the President signed this bill into law. In Section 348 of this law, Congress directed the Administrator of the FAA to develop and implement a new acquisition management system that addresses the unique needs of the agency. The new FAA Acquisition Management System went into effect on April 1, 1996 [see *Notice of availability* at 61 FR 15155 (April 4, 1996)].

The Air Traffic Management System Performance Improvement Act of 1996, title II of the Federal Aviation Reauthorization Act of 1996, Public Law 104-264, October 9, 1996, expanded the procurement reforms previously authorized by the 1996 DOT Appropriations Act. Amendment 01 implements title 11 and makes other necessary changes to, and clarifications of, the FAA Acquisition Management System.

Issued in Washington, DC, on June 11, 1997.

Gilbert B. Devey, Jr.,

Director of Acquisitions, ASU-1.

[FR Doc. 97-15864 Filed 6-16-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration**

Proposed Revisions to Advisory Circular; Flight Test Guide for Certification of Transport Category Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed advisory circular and request for comments.

SUMMARY: This notice requests comments regarding proposed revisions to Advisory Circular (AC) 25-7, "Flight Test Guide for Certification of Transport Category Airplanes." AC 25-7 provides guidance on acceptable means, but not the only means, of demonstrating compliance with the airworthiness standards for transport category airplanes. The proposed revisions complement revisions to the airworthiness standards for transport category airplanes that were proposed recently by separate notice in the **Federal Register**. This notice provides interested persons an opportunity to comment on the proposed revisions to the AC concurrently with the proposed rulemaking.

DATES: Comments must be received on or before September 8, 1997.

ADDRESSES: Send all comments on the proposed AC revisions to the Federal Aviation Administration, Attention: Don Stimson, Flight Test and Systems Branch, ANM-111, Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Ave SW., Renton, WA 98055-4056. Comments may be examined at the above address between 7:30 a.m. and 4:00 p.m. weekdays, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Patricia Siegrist, Regulations Branch, ANM-114, at the above address, telephone (425) 227-2126, or facsimile (425) 227-1320.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to comment on the proposed revisions to the AC by submitting such written data, views, or arguments as they may desire. Commenters must identify the title of the AC and submit comments in duplicate to the address specified above. All comments received on or before the closing date for comments will be considered by the Transport Airplane Directorate before issuing the revised AC.

Discussion

On June 9, 1997, the Federal Aviation Administration (FAA) published a proposal (Notice 97-9, 62 FR 31482) to amend 14 CFR part 25 to revise the requirements regarding gated positions on the control used by the pilot to select the position of an airplane's high-lift devices. The proposed amendment would update the current standards to take into account the multiple configurations of the high-lift devices provided on current airplanes to perform landings and go-around maneuvers. The proposed amendment would also harmonize these standards with those being proposed for the European Joint Aviation Requirements (JAR-25).

The FAA also proposes to revise Advisory Circular (AC) 25-7, "Flight Test Guide for Certification of Transport Category Airplanes," to provide additional guidance and criteria for locating the gate when the airplane has multiple go-around configurations. This proposed revision to AC 25-7 should not be confused with other proposed revisions of AC 25-7 for which the FAA is currently seeking comments. This revision only addresses guidance material associated with gated positions on the control used by the pilot to select the position of an airplane's high-lift devices. Issuance of a revised AC based on this proposal is contingent on adoption of the revisions to part 25 proposed in Notice 97-9.

Through an inadvertent publication error, this AC notice was not published in the same issue of the **Federal Register** as Notice 97-9 and is therefore being published at this time to allow the public the opportunity to comment on the AC concurrently with the rulemaking proposed in Notice 97-9.

Revisions to AC 25-7 Which Accompany Notice 97-9

1. Revise paragraph 21a(2) as follows:

(2) *Section 25.145(b)* requires changes to be made in flap position, power, and speed without undue effort when retrimming is impractical. The purpose is to ensure that any of these changes are possible assuming that the pilot finds it necessary to devote at least one hand to the initiation of the desired operation without being overpowered by the primary airplane controls. The objective is to show that an excessive change in trim does not result from the application of power or the extension or retraction of wing flaps. The presence of gated positions on the flap control does not affect the requirement to demonstrate full flap extensions and retractions without changing the trim

control. Compliance with § 25.145(b) also requires that the relation of control force to speed be such that reasonable changes in speed may be made without encountering very high control forces.

2. Revise paragraphs 21a(3) as follows:

(3) *Section 25.145(c)* contains requirements associated primarily with attempting a go-around maneuver from the landing configuration. Retraction of the high-lift devices from the landing configuration should not result in a loss of altitude if the power or thrust controls are moved to the go-around setting at the same time that flap/slat retraction is begun. The design features involved with this requirement are the rate of flap/slat retraction, the presence of any flap gates, and the go-around power or thrust setting. The go-around power or thrust setting should be the same as is used to comply with the approach and landing climb performance requirements §§ 25.121(d) and 25.119, and the controllability requirements of §§ 25.145(b)(3), 25.145(b)(4), 25.145(b)(5), 25.149(f), and 25.149(g). The controllability requirements may limit the go-around power or thrust setting.

4. Add a new paragraph 21a(4) to read as follows:

(4) *Section 25.145(d)* provides requirements for demonstrating compliance with § 25.145(c) when gates are installed on the flap selector. Section 25.145(d) also specifies gate design requirements. Flap gates, which prevent the pilot from moving the flap selector through the gated position without a separate and distinct movement of the selector, allow compliance with these requirements to be demonstrated in segments. High lift device retraction must be demonstrated beginning from the maximum landing position to the first gated position, between gated positions, and from the last gated position to the fully retracted position.

(i) If gates are provided, § 25.145(d) requires the first gate from the maximum landing position to be located at a position corresponding to a go-around configuration. If there are multiple go-around configurations, the following criteria should be considered when selecting the location of the gate:

(A) The expected relative frequency of use of the available go-around configurations.

(B) The effects of selecting the incorrect high-lift device control position.

(C) The potential for the pilot to select the incorrect control position, considering the likely situations for use of the different go-around positions.

(D) The extent to which the gate(s) aid the pilot in quickly and accurately selecting the correct position of the high-lift devices.

(ii) Regardless of the location of any gates, initiating a go-around from any of the approved landing positions should not result in a loss of altitude.

Therefore, § 25.145(d) requires that compliance with § 25.145(c) be demonstrated for retraction of the high-lift devices from each approved landing position to the control position(s) associated with the high-lift device configuration(s) used to establish the go-around procedure(s) from that landing position. A separate demonstration of compliance with this requirement should only be necessary if there is a gate between an approved landing position and its associated go-around position(s). If there is more than one associated go-around position, conducting this test using the go-around configuration with the most retracted high-lift device position should suffice, unless there is a more critical case. If there are no gates between any of the landing flap positions and their associated go-around positions, the demonstrations discussed in paragraph 21a(4) above should be sufficient to show compliance with this provision of § 25.145(d).

5. Revise paragraph 21c(6) as follows:

(6) *Longitudinal control*, flap retraction and power application, §§ 25.145(c) and (d).

6. Revise paragraph 21c(6)(ii) as follows:

(ii) With the airplane stable in level flight at a speed of 1.1 V_S for propeller driven airplanes, or 1.2 V_S for turbojet powered airplanes, retract the flaps to the full up position, or the next gated position, while simultaneously setting go-around power. Use the same power or thrust as is used to comply with the performance requirement of § 25.121(d), as limited by the applicable controllability requirements. It must be possible, without requiring exceptional piloting skill, to prevent losing altitude during the maneuver. Trimming is permissible at any time during the maneuver. If gates are provided, conduct this test from the maximum landing flap position to the first gate, from gate to gate, and from the last gate to the fully retracted position. If there is a gate between any landing position and its associated go-around position(s), this test should also be conducted from that landing position through the gate to the associated go-around position. If there is more than one associated go-around position, this additional test should be conducted using the go-around position corresponding to the most retracted flap

position, unless another position is more critical. Keep the landing gear extended throughout the test.

Issued in Renton, Washington, on June 10, 1997.

Stewart R. Miller,

*Manager, Transport Standards Staff,
Transport Airplane Directorate, Aircraft
Certification Service, ANM-100.*

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Approval of Noise Compatibility Program; Portland International Airport; Portland, OR

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by the Director of Aviation of Portland International Airport under the provisions of 49 U.S.C. Sec. 47504 (b) and 14 CFR Part 150. These findings are made in recognition of the description of Federal and non-Federal responsibilities in Senate Report No. 96-52 (1980)

On October 22, 1996, the FAA determined that the noise exposure maps submitted by the Director of Aviation under Part 150 were in compliance with applicable requirements. On April 18, 1997, the Associate Administrator for Airports approved the Portland International Airport noise compatibility program. Nineteen of the 25 proposed action elements in the Noise Compatibility Program were approved. Action elements A5, B1, B2, B3, B5, and B8 were disapproved.

EFFECTIVE DATE: The effective date of the FAA's approval of the Portland International Airport noise compatibility program is April 18, 1997.

FOR FURTHER INFORMATION CONTACT: Dennis G. Ossenkop; Federal Aviation Administration; Northwest Mountain Region; Airports Division, ANM-611; 1601 Lind Avenue, S.W., Renton, Washington, 98055-4056. Documents reflecting this FAA action may be reviewed at this same location.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval to the noise compatibility program for Portland International Airport, effective April 18, 1997. Under 49 U.S.C. Sec. 47504 (a) an airport operator who has previously

submitted a noise exposure map may submit to the FAA a noise compatibility program which sets forth the measures taken or proposed by the airport operator for the reduction of existing noncompatible land uses and prevention of additional noncompatible land uses within the area covered by the noise exposure maps. The Act requires such a program to be developed in consultation with interested and affected parties including the state, local communities, government agencies, airport users, and FAA personnel.

Each airport noise compatibility program developed in accordance with Federal Aviation Regulation (FAR) Part 150 is a local program, not a Federal program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval of FAR Part 150 program recommendations is measures according to the standards expressed in Part 150 and the Act and is limited to the following determinations:

a. The noise compatibility program was developed in accordance with the provisions and procedures of FAR Part 150;

b. Program measures are reasonably consistent with achieving the goals of reducing existing noncompatible land uses around the airport and preventing the introduction of additional noncompatible land uses;

c. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal Government; and

d. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of the navigable airspace and air traffic control systems, or adversely affecting other powers and responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA's approval of an airport noise compatibility program are delineated in FAR Part 150, Section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, state, or local law. Approval does not by itself constitute an FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental

assessment of the proposed action.

Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. Where Federal funding is sought, requests for project grants must be submitted to the FAA Airports District Office in Seattle, Washington.

The Port of Portland submitted to the FAA the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted at Portland International Airport. The Portland International Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on October 22, 1996. Notice of this determination was published in the **Federal Register** on November 1, 1996.

The Portland International Airport noise compatibility program contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from the date of study completion to the year 2000. It was requested that the FAA evaluate and approve this material as a noise compatibility program as described in 49 U.S.C. Sec. 47504(a). The FAA began its review of the program on October 22, 1996, and was required by a provision of 49 U.S.C. Sec. 47504(b) to approve or disapprove the program within 180 days (other than the use of new flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period shall be deemed to be an approval of such program.

The submitted program contained 25 proposed actions for noise mitigation on and off the airport. The FAA completed its review and determined that the procedural and substantive requirements of 49 U.S.C. Sec. 47504(b) and FAR 150 have been satisfied. The overall program, therefore, was approved by the Associate Administrator for Airports effective April 18, 1997. Nineteen of the 25 proposed action elements in the Noise Compatibility Program were approved. Action elements A5, B1, B2, B3, B5, and B8 were disapproved. These determinations are set forth in detail in a Record of Approval endorsed by the Associate Administrator for Airports on April 18, 1997. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above and at the